

DRAFT

National Airspace Redesign Subgroup for Oceanic AIRSPACE Redesign (SOAR)

Eighth Meeting: April 9-10, 2002, Las Vegas, Nevada

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Meeting notes:

Purpose of meeting:

- Tony and Ron need to have something to take back to the ALT before July, next ALT meeting is April 29. Invitations to the SOAR meeting were sent to AAL, AWP, AEA, AAT, AUA, ATP, ATA, NATCA Nat'l, MITRE/CAASD, ANM, ASW, ASO, ANE, AST, and the Military.
- On the first day, participants were asked to propose any airspace redesign projects of multi-facility interest that they thought could be supported by SOAR.
- On the second day, only the core team met to review projects and prioritize them for ALT.

April 9

- Nancy and Don welcomed everyone to the SOAR meeting, emphasizing collaboration between union and management to look at airspace redesign with the goal of working towards a standard FAA environment
- Tony explained that Oceanic airspace redesign projects that cross regional boundaries fall under the SOAR charter, but noted that there is a synergistic role among airspace, procedures, and automation.
- SW region requested that they be considered for a primary membership in the core group

The following organizations gave presentations of their airspace-related projects. Brief summaries of the projects and comments discussed follow (details can be found in attached briefings):

- AAL (ZAN)
 - Entire FIR is considered oceanic transition airspace
 - ZAN is reorganizing into 3 specialties, North, South and Ocean (5 sectors each)
 - ADS-B is going to be implemented next in Juneau area
 - ZAN is looking at Non-radar GPS point-to-point lateral separation standard 4 miles either side, as opposed to 18 miles parallel routing on long distance tracks
 - Considering feasibility of dynamic FIR boundary with ZOA
- AWP (ZHN, ZOA)
 - HCF has implemented a procedure "No-call-for-release" for westbound departures. Aircraft depart expecting to get filed altitude within 10 minutes after departure, rather than holding on ground until altitude can be guaranteed. 97% of flights have been getting requested altitude, while there have been no delays due to oceanic release times. HCF is also working on realigning ATS routes B580 and G347 as part of south ocean redesign and adding two transitions to the SELIC STAR to allow traffic from the north to be funnelled to approach from the less congested west. (costs are currently covered by domestic airspace redesign)
 - ZOA is working on realignment of OCB to 127W, new gateway fixes, studying feasibility of making ZAN/ZOA FIR boundary dynamic, acquisition of ZLA 28, updating island rules, expanding AIDC, automated transfers with west coast transition airspace, and preparation for ATOP.
- AEA (ZNY)
 - ZNY is working on reconfiguring its physical layout to be more like ZOA, resolving issues with Great Britain and Canada on RVSM altitude allocations in North Atlantic (draft plan due May 1st), and taking advantage of expanded radar coverage of ASRS-4s in offshore radar sectors to better utilize SWAP routes and allow flights to get onto NAT tracks without overflying U.S. mainland
 - ZNY would like to establish and coordinate an organized, coded and adapted route structure within Caribbean and southern portion of the North Atlantic oceanic airspace
 - ZNY would like to be able to prepare and deliver a formal request to Shanwick to modify their system to comply with ICAO flight plan dissemination requirements
 - ZNY and NY TRACON are studying airspace realignment changes
 - What is happening with San Juan non-radar airspace?
- ANE (ZBW)
 - Boston implementation of RVSM in six transition sectors (originally scheduled for April 18) is on hold pending Canadian implementation of RVSM in October, unless agreement can be reached with Moncton
- ANM (ZSE)
 - Seattle has 8 oceanic transition sectors and would like to be able to eliminate coordination call with ZOA
 - There is a conflict alert issue going from RVSM to non-RVSM, Host NCP is being worked
- ASW (ZHU)
 - ZHU would like to develop pure RNAV domestic route, FAA buy-in is an issue
 - Gulf of Mexico (GOM) would like to be able to provide service equivalent to radar domestic
 - GOM projects include Offshore Communications and Weather Investment Analysis (JRC scheduled for July), RVSM, Buoy Communication System (BCS), and ICAO Automation project (JADE)
 - Exclusionary airspace not feasible over Gulf due to inconstancy of fleet
 - VHF extended range network (VERN) will have almost complete VHF coverage at FL290 by September 2002
 - Beacon radar on platforms could increase radar coverage at FL290 to almost all of Gulf
 - Houston might take over some of Florida's Gulf airspace, but would need another Host or patch to existing Host
 - ZHU offshore sector uses a GPS grid system over Gulf non-radar airspace, each grid point is 20 minutes apart both lateral and longitudinal, however naming conventions are not intuitive
 - National buoy center looking at feasibility of putting ADS-B receivers on same buoys as BCS, using new solar technology

April 10

- Reworked charter (see attached revisions)
 - Discussed whether ocean airspace projects should be funded by regions or be a separate SOAR line item
 - Decided to keep funding for intra-regional projects at a regional level, and inter-regional projects under SOAR
 - Decided to include SW region as a primary team member
- Identified four potential SOAR projects:
 - Feasibility of making ZAN/ZOA boundary dynamic
 - Coded Caribbean routes
 - - Redesign of gulf routes between ZMA and ZHU to expanded radar coverage
 - West Coast transition to/from ocean airspace
- The Shanwick flight-plan dissemination issue raised by ZNY was identified as a key concern and will be worked by AAT-30 and ATP-130
- Need to determine signature responsibility for inter-region projects
 - Decided SOAR project requests should come from the designated lead Regional FLT with consent from other associated regions
 - E.g., ZAN/ZOA Boundary Project – Lead region is AAL but project request is coordinated with AWP
- Need to prepare FY03 budget submission
 - Feasibility of making ZAN/ZOA boundary dynamic \$40K
 - Coded Caribbean routes \$8K
 - Redesign of gulf routes between ZMA and ZHU \$32K
 - West Coast transition to/from ocean airspace \$25K
 - National coordination meetings \$225K
 - Budget/project write-ups are due to Tony and/or Lee by April 19
- Date and location of next meeting
 - August 2002, Candidate locations: PHL(ACY) and BOS
 - October 2002, Candidate locations: NY, SFO, HNL